

New-York & Erie Co. have again raised the fare to Buffalo to \$3. An application for a receiver for the Terre Haute, Alton & St. Louis Road is about to be made in Illinois.

We hear of no gold yet engaged for the Wednesday steamer. The Bank Statement of weekly averages is unexpectedly favorable. The loans show a small increase, due undoubtedly to the preparations for the payments of the 4th inst., while the specie reserve shows an increase of over half a million. The shipments of Saturday last do not show in this statement, and will bring down the averages of the next statement. The following will again have the advantage of a California arrival. The deposit line shows a moderate increase.

The following is a statement of the condition of the Banks of the city of New-York:

The movement of the Banks since Nov. 24, 1859, has been as follows:

	Assets.	Liabilities.	Capital.	Deposits.
Nov. 24, 1859.	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000
Dec. 31, 1859.	12,100,000	12,100,000	12,100,000	12,100,000
Jan. 31, 1860.	12,200,000	12,200,000	12,200,000	12,200,000
Feb. 28, 1860.	12,300,000	12,300,000	12,300,000	12,300,000
Mar. 31, 1860.	12,400,000	12,400,000	12,400,000	12,400,000
Apr. 30, 1860.	12,500,000	12,500,000	12,500,000	12,500,000
May 31, 1860.	12,600,000	12,600,000	12,600,000	12,600,000
June 30, 1860.	12,700,000	12,700,000	12,700,000	12,700,000
July 31, 1860.	12,800,000	12,800,000	12,800,000	12,800,000
Aug. 31, 1860.	12,900,000	12,900,000	12,900,000	12,900,000
Sept. 30, 1860.	13,000,000	13,000,000	13,000,000	13,000,000
Oct. 31, 1860.	13,100,000	13,100,000	13,100,000	13,100,000
Nov. 30, 1860.	13,200,000	13,200,000	13,200,000	13,200,000
Dec. 31, 1860.	13,300,000	13,300,000	13,300,000	13,300,000
Jan. 31, 1861.	13,400,000	13,400,000	13,400,000	13,400,000
Feb. 28, 1861.	13,500,000	13,500,000	13,500,000	13,500,000
Mar. 31, 1861.	13,600,000	13,600,000	13,600,000	13,600,000
Apr. 30, 1861.	13,700,000	13,700,000	13,700,000	13,700,000
May 31, 1861.	13,800,000	13,800,000	13,800,000	13,800,000
June 30, 1861.	13,900,000	13,900,000	13,900,000	13,900,000
July 31, 1861.	14,000,000	14,000,000	14,000,000	14,000,000
Aug. 31, 1861.	14,100,000	14,100,000	14,100,000	14,100,000
Sept. 30, 1861.	14,200,000	14,200,000	14,200,000	14,200,000
Oct. 31, 1861.	14,300,000	14,300,000	14,300,000	14,300,000
Nov. 30, 1861.	14,400,000	14,400,000	14,400,000	14,400,000
Dec. 31, 1861.	14,500,000	14,500,000	14,500,000	14,500,000
Jan. 31, 1862.	14,600,000	14,600,000	14,600,000	14,600,000
Feb. 28, 1862.	14,700,000	14,700,000	14,700,000	14,700,000
Mar. 31, 1862.	14,800,000	14,800,000	14,800,000	14,800,000
Apr. 30, 1862.	14,900,000	14,900,000	14,900,000	14,900,000
May 31, 1862.	15,000,000	15,000,000	15,000,000	15,000,000
June 30, 1862.	15,100,000	15,100,000	15,100,000	15,100,000
July 31, 1862.	15,200,000	15,200,000	15,200,000	15,200,000
Aug. 31, 1862.	15,300,000	15,300,000	15,300,000	15,300,000
Sept. 30, 1862.	15,400,000	15,400,000	15,400,000	15,400,000
Oct. 31, 1862.	15,500,000	15,500,000	15,500,000	15,500,000
Nov. 30, 1862.	15,600,000	15,600,000	15,600,000	15,600,000
Dec. 31, 1862.	15,700,000	15,700,000	15,700,000	15,700,000
Jan. 31, 1863.	15,800,000	15,800,000	15,800,000	15,800,000
Feb. 28, 1863.	15,900,000	15,900,000	15,900,000	15,900,000
Mar. 31, 1863.	16,000,000	16,000,000	16,000,000	16,000,000
Apr. 30, 1863.	16,100,000	16,100,000	16,100,000	16,100,000
May 31, 1863.	16,200,000	16,200,000	16,200,000	16,200,000
June 30, 1863.	16,300,000	16,300,000	16,300,000	16,300,000
July 31, 1863.	16,400,000	16,400,000	16,400,000	16,400,000
Aug. 31, 1863.	16,500,000	16,500,000	16,500,000	16,500,000
Sept. 30, 1863.	16,600,000	16,600,000	16,600,000	16,600,000
Oct. 31, 1863.	16,700,000	16,700,000	16,700,000	16,700,000
Nov. 30, 1863.	16,800,000	16,800,000	16,800,000	16,800,000
Dec. 31, 1863.	16,900,000	16,900,000	16,900,000	16,900,000
Jan. 31, 1864.	17,000,000	17,000,000	17,000,000	17,000,000
Feb. 28, 1864.	17,100,000	17,100,000	17,100,000	17,100,000
Mar. 31, 1864.	17,200,000	17,200,000	17,200,000	17,200,000
Apr. 30, 1864.	17,300,000	17,300,000	17,300,000	17,300,000
May 31, 1864.	17,400,000	17,400,000	17,400,000	17,400,000
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Sept. 30, 1864.	17,800,000	17,800,000	17,800,000	17,800,000
Oct. 31, 1864.	17,900,000	17,900,000	17,900,000	17,900,000
Nov. 30, 1864.	18,000,000	18,000,000	18,000,000	18,000,000
Dec. 31, 1864.	18,100,000	18,100,000	18,100,000	18,100,000
Jan. 31, 1865.	18,200,000	18,200,000	18,200,000	18,200,000
Feb. 28, 1865.	18,300,000	18,300,000	18,300,000	18,300,000
Mar. 31, 1865.	18,400,000	18,400,000	18,400,000	18,400,000
Apr. 30, 1865.	18,500,000	18,500,000	18,500,000	18,500,000
May 31, 1865.	18,600,000	18,600,000	18,600,000	18,600,000
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Sept. 30, 1865.	19,000,000	19,000,000	19,000,000	19,000,000
Oct. 31, 1865.	19,100,000	19,100,000	19,100,000	19,100,000
Nov. 30, 1865.	19,200,000	19,200,000	19,200,000	19,200,000
Dec. 31, 1865.	19,300,000	19,300,000	19,300,000	19,300,000
Jan. 31, 1866.	19,400,000	19,400,000	19,400,000	19,400,000
Feb. 28, 1866.	19,500,000	19,500,000	19,500,000	19,500,000
Mar. 31, 1866.	19,600,000	19,600,000	19,600,000	19,600,000
Apr. 30, 1866.	19,700,000	19,700,000	19,700,000	19,700,000
May 31, 1866.	19,800,000	19,800,000	19,800,000	19,800,000
June 30, 1866.	19,900,000	19,900,000	19,900,000	19,900,000
July 31, 1866.	20,000,000	20,000,000	20,000,000	20,000,000

We have been favored with a copy of the bill of Complaints filed against the Milwaukee and Horicon Railroad Company on behalf of the holders of the First Mortgage Bonds. The document is too lengthy for publication in our columns. It contains a minute account of all the circumstances under which the bonds were issued, and sets forth that there are 413 of the bonds in the hands of innocent holders, and 7 held by the Farmers' Loan and Trust Company, as a contribution to the sinking fund; that the first default in the payment of interest occurred on the 1st of November, 1858, when a half year's interest was due, and that no payment of interest has been made since that date; that the Trustee has refused to take any action to enforce payment except at the request of a majority of the bondholders, and then only by a vote in the City of New-York; that the road is in the possession of Jasper Vliet, its former Superintendent, who, as the complainants are informed and believe, has, since the Spring of 1859, been operating the same for his own benefit, and that of his friends and all or some portion of the Directors, claiming to hold possession under a mortgage, a copy of which accompanies the complaint, and that the income has been largely in excess of the receipts. The terms of the bill are extremely severe upon the Superintendent and also upon the Trustee, charging the latter, upon information and belief, with connivance with the former to wear out the road and depreciate the value of the securities, having been repeatedly requested to take prompt steps to protect the rights of the bondholders under his trust, which he has refused to do. An accounting is called for and an order for the appointment of a receiver, which we are informed was granted, and a highly respectable citizen of Wisconsin appointed. Subsequently a temporary stay of proceedings was obtained, and it is believed nothing can now prevent the bondholders from obtaining possession, the matter being in the hands, as we are informed, of faithful and energetic counsel. The holders of some 300 bonds have joined in the proceedings already, and nearly all the remainder will probably be added to the number soon. There are rumors in town that some \$35,000 in cash have been attached in the dwelling-house of the Superintendent, but we have no more authentic information on the subject than is contained in the following, which we find in *The Milwaukee Free Democrat*:

The Sheriff attached the safe of the Horicon Railroad Company, one day last week, which it was supposed contained about \$30,000. The safe was in the hands of the Superintendent, and was blown open on Saturday night, and was found to contain \$20,000. A pretty good haul, and probably well repaid the very strong "attachment" which the creditors exhibited toward it.

At Philadelphia there is no quotable change in the money market. Capital is very abundant, and prime paper is scarce, and wanted outside the banks at 5 and 6 per cent per annum, the latter for long date, and call loans are readily negotiated at 5 per cent per annum.

The new Virginia Rolling Mill, located at the junction of the Ohio and Mississippi and Terre Haute, Alton, and St. Louis Railroads, at East St. Louis, formerly General Agent of the St. Louis, Alton, and Chicago Railroad, and Wm. Cessford, master machinist of the same Company. This mill was built to make railroad and bar iron, and will immediately commence operation under the new owners. The Ohio and Mississippi, and Terre Haute and Alton have already laid new rails from this mill.

A few days since, in the Court of Common Pleas for Ross County, at Chillicothe, Judges Dickey and Briggs present, the sale of the Marietta and Cincinnati Railroad property, as made under a decree of that Court, was confirmed. One hundred thousand dollars of the purchase money has been paid into Court. The amount for which the property was sold, \$50,000, is set aside for the payment of back dues to employees. Arrangements for the completion of the road have not yet been perfected, owing to the necessarily tedious process of communicating with the foreign proprietors.

Mr. Gill, of Dwight, Gill, & Co., cotton shippers of Memphis, has been in Cincinnati, with a view of inducing the Executive Committee of the Miami Roads to make a special rate on cotton in compressed bales, assuring the Committee that a reduction of 75 cents per bale would cause a vast addition to the amount of cotton shipped via Cincinnati. This proposition was favorably considered, and is likely to be adopted.

A delivery of Massachusetts State Scrip, to the amount of \$200,000, was made on Friday to the Troy and Greenfield Railroad Company for the purchase of the entire road, franchise, stock, bonds, and other property of the said Vermont Railroad Company, in accordance with the provisions of the eighth section of the act passed at the recent session of the Legislature of Massachusetts.

Respecting the movement of the Anthracite coal trade, *The Philadelphia Ledger* of today reports:

"The coal trade shows another increase for the week over the preceding week of 7,000 tons, and a net increase for the season over the corresponding time of 200,000 tons. All the indications of coal trade continue to favor an unusually prosperous season, at improved prices. *The Pittsburgh Courier* says: "The railroad is gaining largely on the canal this year, so far, and there is every indication that it will continue to gain until the season is over, and there is no more coal to be shipped by canal for domestic purposes, within reach of cheap navigation. Last year there was some collision between the holders of wharves at Port Richmond and the management of the railroad, which does not now exist, that diverted con-

siderable tonnage from the railroad to the canal. We learn that the canal is now in a state of revival of the collierie in this region for higher wages."

The Pittsburgh Post, we learn the Common Council of that city, at a special meeting, took up the ordinance which was passed by the Select Council some time since, levying a tax for the purpose of paying the interest on the bonds issued to the Chambers Valley Railroad Company. The original ordinance, as passed by Select Council, levied a tax of 1/4 mill. The Common Council reduced the amount of the levy to 3/4 mill, which they believed enough for the purpose, and passed the ordinance.

When the Select Council have concurred in the amendment, it will be a law. Thus both bodies of the City Council have complied with the mandamus of the Supreme Court, as it was their duty to do.

Markets.—CABLED REPORTS FOR THE N. Y. TRIBUNE. MONDAY, APRIL 7, 1860.

COTTON.—The market is firm; 40s. 1/2, 41s. 1/2, 42s. 1/2, 43s. 1/2, 44s. 1/2, 45s. 1/2, 46s. 1/2, 47s. 1/2, 48s. 1/2, 49s. 1/2, 50s. 1/2, 51s. 1/2, 52s. 1/2, 53s. 1/2, 54s. 1/2, 55s. 1/2, 56s. 1/2, 57s. 1/2, 58s. 1/2, 59s. 1/2, 60s. 1/2, 61s. 1/2, 62s. 1/2, 63s. 1/2, 64s. 1/2, 65s. 1/2, 66s. 1/2, 67s. 1/2, 68s. 1/2, 69s. 1/2, 70s. 1/2, 71s. 1/2, 72s. 1/2, 73s. 1/2, 74s. 1/2, 75s. 1/2, 76s. 1/2, 77s. 1/2, 78s. 1/2, 79s. 1/2, 80s. 1/2, 81s. 1/2, 82s. 1/2, 83s. 1/2, 84s. 1/2, 85s. 1/2, 86s. 1/2, 87s. 1/2, 88s. 1/2, 89s. 1/2, 90s. 1/2, 91s. 1/2, 92s. 1/2, 93s. 1/2, 94s. 1/2, 95s. 1/2, 96s. 1/2, 97s. 1/2, 98s. 1/2, 99s. 1/2, 100s. 1/2, 101s. 1/2, 102s. 1/2, 103s. 1/2, 104s. 1/2, 105s. 1/2, 106s. 1/2, 107s. 1/2, 108s. 1/2, 109s. 1/2, 110s. 1/2, 111s. 1/2, 112s. 1/2, 113s. 1/2, 114s. 1/2, 115s. 1/2, 116s. 1/2, 117s. 1/2, 118s. 1/2, 119s. 1/2, 120s. 1/2, 121s. 1/2, 122s. 1/2, 123s. 1/2, 124s. 1/2, 125s. 1/2, 126s. 1/2, 127s. 1/2, 128s. 1/2, 129s. 1/2, 130s. 1/2, 131s. 1/2, 132s. 1/2, 133s. 1/2, 134s. 1/2, 135s. 1/2, 136s. 1/2, 137s. 1/2, 138s. 1/2, 139s. 1/2, 140s. 1/2, 141s. 1/2, 142s. 1/2, 143s. 1/2, 144s. 1/2, 145s. 1/2, 146s. 1/2, 147s. 1/2, 148s. 1/2, 149s. 1/2, 150s. 1/2, 151s. 1/2, 152s. 1/2, 153s. 1/2, 154s. 1/2, 155s. 1/2, 156s. 1/2, 157s. 1/2, 158s. 1/2, 159s. 1/2, 160s. 1/2, 161s. 1/2, 162s. 1/2, 163s. 1/2, 164s. 1/2, 165s. 1/2, 166s. 1/2, 167s. 1/2, 168s. 1/2, 169s. 1/2, 170s. 1/2, 171s. 1/2, 172s. 1/2, 173s. 1/2, 174s. 1/2, 175s. 1/2, 176s. 1/2, 177s. 1/2, 178s. 1/2, 179s. 1/2, 180s. 1/2, 181s. 1/2, 182s. 1/2, 183s. 1/2, 184s. 1/2, 185s. 1/2, 186s. 1/2, 187s. 1/2, 188s. 1/2, 189s. 1/2, 190s. 1/2, 191s. 1/2, 192s. 1/2, 193s. 1/2, 194s. 1/2, 195s. 1/2, 196s. 1/2, 197s. 1/2, 198s. 1/2, 199s. 1/2, 200s. 1/2, 201s. 1/2, 202s. 1/2, 203s. 1/2, 204s. 1/2, 205s. 1/2, 206s. 1/2, 207s. 1/2, 208s. 1/2, 209s. 1/2, 210s. 1/2, 211s. 1/2, 212s. 1/2, 213s. 1/2, 214s. 1/2, 215s. 1/2, 216s. 1/2, 217s. 1/2, 218s. 1/2, 219s. 1/2, 220s. 1/2, 221s. 1/2, 222s. 1/2, 223s. 1/2, 224s. 1/2, 225s. 1/2, 226s. 1/2, 227s. 1/2, 228s. 1/2, 229s. 1/2, 230s. 1/2, 231s. 1/2, 232s. 1/2, 233s. 1/2, 234s. 1/2, 235s. 1/2, 236s. 1/2, 237s. 1/2, 238s. 1/2, 239s. 1/2, 240s. 1/2, 241s. 1/2, 242s. 1/2, 243s. 1/2, 244s. 1/2, 245s. 1/2, 246s. 1/2, 247s. 1/2, 248s. 1/2, 249s. 1/2, 250s. 1/2, 251s. 1/2, 252s. 1/2, 253s. 1/2, 254s. 1/2, 255s. 1/2, 256s. 1/2, 257s. 1/2, 258s. 1/2, 259s. 1/2, 260s. 1/2, 261s. 1/2, 262s. 1/2, 263s. 1/2, 264s. 1/2, 265s. 1/2, 266s. 1/2, 267s. 1/2, 268s. 1/2, 269s. 1/2, 270s. 1/2, 271s. 1/2, 272s. 1/2, 273s. 1/2, 274s. 1/2, 275s. 1/2, 276s. 1/2, 277s. 1/2, 278s. 1/2, 279s. 1/2, 280s. 1/2, 281s. 1/2, 282s. 1/2, 283s. 1/2, 284s. 1/2, 285s. 1/2, 286s. 1/2, 287s. 1/2, 288s. 1/2, 289s. 1/2, 290s. 1/2, 291s. 1/2, 292s. 1/2, 293s. 1/2, 294s. 1/2, 295s. 1/2, 296s. 1/2, 297s. 1/2, 298s. 1/2, 299s. 1/2, 300s. 1/2, 301s. 1/2, 302s. 1/2, 303s. 1/2, 304s. 1/2, 305s. 1/2, 306s. 1/2, 307s. 1/2, 308s. 1/2, 309s. 1/2, 310s. 1/2, 311s. 1/2, 312s. 1/2, 313s. 1/2, 314s. 1/2, 315s. 1/2, 316s. 1/2, 317s. 1/2, 318s. 1/2, 319s. 1/2, 320s. 1/2, 321s. 1/2, 322s. 1/2, 323s. 1/2, 324s. 1/2, 325s. 1/2, 326s. 1/2, 327s. 1/2, 328s. 1/2, 329s. 1/2, 330s. 1/2, 331s. 1/2, 332s. 1/2, 333s. 1/2, 334s. 1/2, 335s. 1/2, 336s. 1/2, 337s. 1/2, 338s. 1/2, 339s. 1/2, 340s. 1/2, 341s. 1/2, 342s. 1/2, 343s. 1/2, 344s. 1/2, 345s. 1/2, 346s. 1/2, 347s. 1/2, 348s. 1/2, 349s. 1/2, 350s. 1/2, 351s. 1